newsletter

Upper Canada Railway Society

1941 1971

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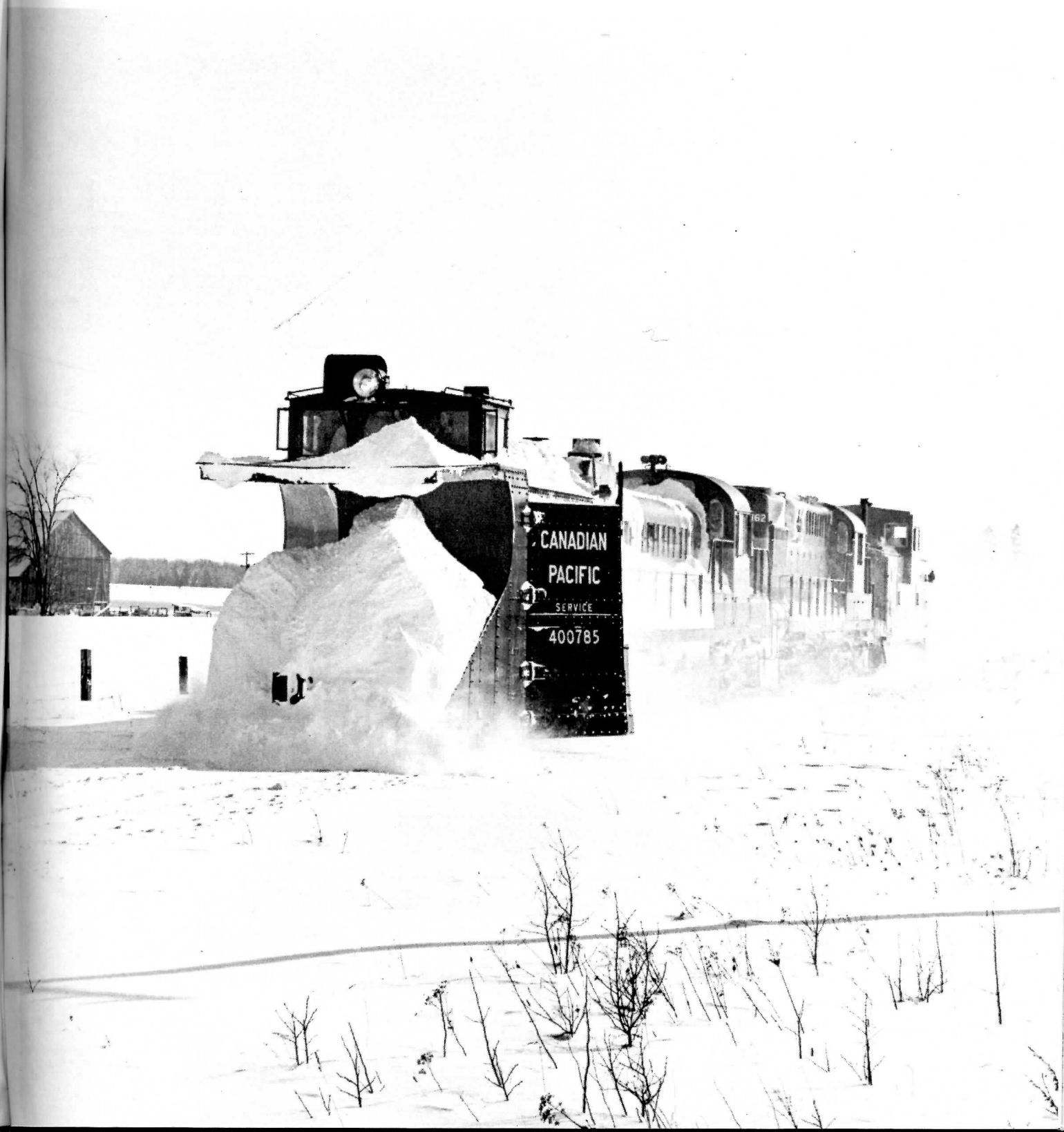

newsletter

Number 302 March, 1971

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Upper Canada Railway Society Inc.,
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This issue has been delayed because of commitments by the Editor to duties connected with the steam trips on the weekend of March 20 and 21, and because of ill health. The April issue will be following immediately.

The Cover

SNOWPLOW TRAIN!! Railways in eastern Canada have had one of the toughest winters in years to contend with. The amounts of snow that have fallen in the past few weeks in Ontario and Quebec created serious problems for both CN and CP Rail. Trains have run late, or have even been cancelled. Lines have been blocked for days, and snowplow crews have worked overtime to clear the blocked lines and keep others open. This CP Rail snowplow extra is hard at work clearing snow on the Owen Sound Subdivision, near Saugeen Junction. The photograph was taken February 7, 1971 by David M. More.

Coming Events

Apr. 17: (Fri.) Regular meeting. Dick Glaze will show 16 mm movies of U.S. electric lines.

Apr. 23: (Fri.) Hamilton Chapter meeting, 8:00 p.m. in the CN James Street Station.

1971 UPPER CANADA RAILWAY SOCIETY OFFICERS AND DIRECTORS

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Preservation--D. Stalford
NEWSLETTER--R. D. McMann
Entertainment--G. A. Meek
House--H. Cameron

TWO fine colour postcards of TH&B 103 and Ontario Northland 137 are available through the UCRS Hamilton Chapter, Box 6, CN Station, James St. N., Hamilton, Ontario. The cards are 10¢ each, minimum order six. Ontario residents add 5% PST. All proceeds from the sale of these cards will go to the maintenance pf TH&B 103.

SHORELINE DIVISION of NATTA will sponsor a six-hour trolleycoach trip in Toronto on April 25th, using TTC E-700A coach 9202. The trip will leave Lansdowne Division 1000 EDT. Fares $5.00 before April 16th, $6.00 thereafter. Tickets available from P. O. Box 565, Oshawa, Ontario.

Readers' Exchange

EXCHANGE: Black & white prints of locomotives, stations, etc., of GN and NP for same of eastern railways. Also have GN train orders, stationery, folders, also NP folders for exchange. Allan Mitchell, 2761 William St., Vancouver 6, B. C.

WANTED TO BUY OR TRADE: Black and white 8x10 prints and colour slides of CSRL&P electrics 15, 16, 17 in operation. Trade shots of GRR-LE&N in last summer of operation near Preston. George Roth, 212 Willowdale Ave., Waterloo, Ont.

FOR SALE: Carved leather wallet with 6218 design, two or three initials as desired, is available at $10.00 postpaid from Ross Clark, 12 Churchill Dr., Paris, Ont.

WANTED TO BUY OR TRADE: Photos of TH&B 371 & 376 in Toronto or Hamilton with PC and TH&B power, preferably in colour Also, station train signs and ticket daters. Dale Madison, 342 Shepard Ave., Kenmore, New York, 14217.

WANTED: Copies of Interurbans Special 25, Street Railways of Toronto 1861-1921 by L. H. Pursley; Interurbans Special 30, Toronto Trolley Car Story 1921-1961 by L. H. Pursley. C. R. Curley, 298 Wright Ave., Toronto 156, Ont.

Have You Noticed?

All of the 1970 UCRS Members have received the letter from the Corresponding Secretary dated February 24th. By the time you read this the first meeting of the committee appointed to examine all operations of the Society and assess the dues structure, and the Directors for 1971, will have had their first meeting. (March 31, 1971). In the very near future, the results of their findings will be reported to the membership for their consideration.

One of the things to be considered at these special meetings will be the future of the NEWSLETTER. Since the magazine is the only communication the Society has with its members, in order to have some guidance from the membership as to how they feel about the NEWSLETTER on a number of points, the following questions are posed for consideration:

How many pages to you want in each issue--8, 12, 16? Are you satisfied with the layout as presently constituted? Would you like to see it issued a fewer number of times a year--4, 6, or 9 issues a year? Third class mailing would save the Society a lot ofmoney in postage each year; would you be happy with the magazine being mailed third class? Another way to save money would be to change the size of the magazine, from the present size to a smaller format, giving a page size of 6 x 9 inches. The number of pages might be increased with such a size, but the typeface would be smaller. What do you think???

Think over these questions very carefully. Your opinions are just as good as the next member's. Send them to the Editor; his address appears inthe masthead.

By now you will have noticed that this issue is a little different. This number is an experiment in format using three columns per page. It poses some problems in layout, especially in the placement of pictures. Your opinions on how this issue looks will be greatly appreciated. There is more surface area per page being utilized; hence some economies of space are achieved. Let the Editor know how you like the format. Your opinions are needed for guidance and advice on the future operations of the magazine.

RAILWAY NEWS AND COMMENT

HOW THE RAILWAYS EXPORT KNOW-HOW

Canada's two big railways are going full speed to sell expertise to developing nations--and are making money at it. Recently CN signed its biggest consulting contract to date, a $5-million, five year deal to manage Zambia's floundering 750-mile railway system. CP Rail last year moved into consulting on an even grander scale, going not only into transtransportation but also into land and urban development, tourism, and communications systems.

There's good reason why the advising services of both companies are in demand. CN and Canadian Pacific not only run efficient railways, but also air, ship and truck lines. They both operate telecommunications systems and run many of the country's largest hotels as well. And there is an added fillip: "From us," says Alton V. Johnston, general manager of CN's International Consulting Division, "developing countries can get access to North American railroad technology, without the fear of 'imperialism' that might be raised if they dealt with an American road." Mr. Johnston's division has been so successful that it turned a profit in less than two years.

The Zambia contract is CN's first venture into another line's actual operation and it has some formidable tasks ahead. Since Rhodesia's secession from the British Commonwealth in 1965--and the walkout of the all-white, all Rhodesian management in 1967--both the line and its 7000 employees have been in serious disrepair. To get things rolling again, a 25-man CN team will spend five years in Zambia retraining an estimated 50% of the Zambian railroaders with a package of classroom and on-the-job training. CN and the government are now making a comprehensive inventory of rolling stock, some of it 40-years old, and have the job of converting it to a modern full-diesel operation.

The consulting division, launched in mid-1968 with a staff of five, now has 75 advisors working on transportation problems in five developing countries. By the end of this year, Mr. Johnston estimates, the division should be generating $2.5-million a year, a small but growing business for parent CN, which netted $49.6-million in 1969 on revenues of more than $1-billion.

Canadian Pacific created Consulting Services, Ltd., subsidiary last year, not only to profit by worldwide advice giving, but also to provide some of its subsidiaries with engineering and economic counsel. Canadian Pacific consultants are now studying the problems of an Australian railway and are bidding to do similar studies in four nations. Like its counterpart at CN, the goup is have no trouble finding advice-hungry clients. "We have not had to do any selling yet," grins A. F. Joplin, vice-president of the consulting subsidiary. "People are still knocking on our door."

CN ADVISORS FOR NIGERIA

A 25-man CN consulting team is to participate in a ten-month study of railway facilities in Nigeria. A few Canadians have already left for Africa and will be joined soon by other CN specialists.

The Nigerian Railway Corporation, which commissioned the study, will undergo thorough examination of its 2,280-mile system. Operating conditions and management procedures will be part of the checklist.

NATIONALIZED ROADBED PROPOSED FOR RAILWAYS

If government is to discharge its responsibilities as an honest broker between the transportation modes and between the provate sector and the taxpayer, perhaps all railway roadbeds in Canada and the United States should be nationalized, R. R. Cope, vice-president of the Canadian Transport Commission suggested in New York recently.

This would entail an expenditure of $900-million for the Canadian Government, to acquire the 16,000 miles of the Canadian Pacific roadbed, and $1.5-billion for the U.S. Government to buy railway-owned roadbeds in the United States.

He suggested that the railways could be charged 10% of revenues for the use of the bed. This would generate $58-million a year in Canada, about sufficient to cover annual maintenance.

The implication is that this would establish an equal starting point between the various transport modes, since the Government owns the highways that the truckers use, and the St. Lawrence Seaway that the Great Lakes ship operators use. Government could then apportion financial aid (subsidy) among the various modes equally, he suggested.

In a speech prepared for the Transportation Research Forum of New York, he echoed the findings of the recent Carr report on the economics of the Seaway. While the traffic using the Seaway is divided almost equally between the United States and Canada, Canada bears five-sixths of the investment costs and six-sevenths of the deficits.

The U.S. Government, he said, has been too willing to listen to opponents of tolls. Costs have risen for the Seaway and should be recovered.

The real question, he said, is whether the special interests of those directly involved in or benefitting from the waterway, in effect a regional interest, should receive support at the expense of the taxpayer--the whole country.

AUGUST START FOR METRO CENTRE

Site preparation for the $1-billion Metro Centre will probably begin in August, according to Stewart Andrews, president of Metro Centre Developments Ltd.

Mr. Andrews said the first step will be to remove the storage facilities and the John St. roundhouse of CP Rail in the 187-acres of railway yard south of Front between Yonge and Bathurst. A new transportation terminal building will be built south of Union Station and then the station, fronting on Front St., will then be demolished.

PGE PROFIT RISE AIDS EXPANSION PLANS

Pacific Great Eastern Railway Co. has reported a profit of $896,923 for 1970, compared with $764,131 in 1969. J. S. Broadbent, PGE vice-president and general manager of the provincially-owned railway, said the company last year achieved the highest volume of carloadings, revenues and tonnages in its 58-year history.

Premier W. A. C. Bennett of British Columbia, president of the railway, said PGE's push north to open up provincial resources would be accelerated in 1971 with the completion of the 250-mile Fort Nelson extension and with construction continuing on the 420-mile extension from Fort St. James to Dease Lake, in the northwestern section of the province.

Total carloadings last year were 106,404, up from 98,477 in 1969, as the result of substantial gains in the movement of lumber, plywood, wood chips, manufactured iron and steel and piggyback traffic. Tonnage reached 4.7-million tons, compared with 4.5-million.

Gross revenues were $33.7-million, compared with $30.4-million.

Number of people employed was 2269 with a total payroll of $18.6-million.

Capital expenditures were $41.9-million for work on the new extensions, acquisition of locomotives and freight cars, and other miscellaneous projects.

TRAIN DERAILMENT IN BRITISH COLUMBIA

Two locomotives and four cars of a westbound Canadian National freight plunged over a 200-foot cliff into the Fraser River at Boston Bar, British Columbia. The train hit a rockslide.

The engineer, fireman, and trainman, all in the cab of the lead engine, were missing. The lead locomotive lay submerged in the swift-flowing river.

Two other freight cars remained upright on the cliff. 70 feet of track was ripped up.

The accident occurred on February 15th.

CN crane 50029 is hard at work rerailing a hopper car, one of 19 cars derailed of a 67-car westbound CP Rail freight at Oakville, Ontario on February 14th. Trains ran up 1½ hours late as they were rerouted. (John Ross)

LEFT: CP Rail's Smiths Falls hook gets ready to re-rail leased B&M RS3 1508, one of two units on train 904 derailed east of Whitby, Ontario on January 27th. The five rear cars of the train, plus four lead cars and two diesels on the head end (power 4220, 5003, 4405, 5012, B&M 1508 dead, 4049 dead) were derailed. The Toronto and Smiths Falls cranes were used to clean up the derailment. The derailment was caused by the failure of the draft-gear on one of the cars.
(Robbin Rekiel)

OW REMOVAL REQUIRES HEAVY EQUIPMENT

anadian National maintenance of way rces are once again combining modern chnology with old-time know-how to e the railway through the rigours of Ontario winter. Keeping snow and e from railway tracks, roadways and latforms cost the three areas compris-ng CN's Great Lakes Region more than 835,000. During a widespread heavy torm, up to 1000 employees, 80 pieces f equipment and a number of small con-racting firms could be involved in the leanup.

he worst type of storm combatted by ail forces is the one bringing sleet nd freezing rain. Light powdery snow ith little drifting is relatively easy o handle.

he Great Lakes Region is divided into 3 territories, each controlled by a oadmaster who reports to one of the egion's 11 track supervisors. Through rain dispatchers, roadmasters receive dvance warning of bad weather ahead nd immediately organize their foreman for a general call of the men. Accust-omed to short notices, maintenance of way employees may be sound asleep in bed and within an hour or two find them-selves clearing snow at a remote switch miles from home.

Switches are the first part of the track structure to likely become inoperative during a snow storm. Spring and power switches on centralized traffic con-rolled territory are particularly sus-ceptible because the least obstruction in the switch point prevents it from closing properly. It is then impossible to get a clear signal--trains come to a halt--traffic delays result.

Although the old hand method of broom and shovel is still employed to clear switches, an ever-increasing number of automatic gas or oil-fired snow melters are appearing on the region. These are controlled by train dispatchers at head-quarters points who push buttons to ig-nite heaters at switches where snow has accumulated. Remote points are equipped with snow sensing devices which auto-matically turn on a heater at the first sign of snowfall.

Mechanical snow brooms with rotating bristles on a drum mounted on track machines are used frequently on the railway to pick up snow and blow it away from the track. A complete switch can be cleared by this method in three to five minutes. In addition, snow blow-er attachments on various cranes, front end loaders, and mechanical switch brooms effectively convert standard equipment into winter snow fighters.

On the main line, snow plows are ordered out during heavy storms about an hour ahead of train departures to clear the line for traffic. The foreman in charge of the snow plow must be completely fam-iliar with the territory. On many occ-asions visibility is practically nil and he must rely on his familiarity to raise and lower the nose or extend and retrack the wings at highway cross-ings, rock cuts, switches and bridges.

In railway yards, spreaders are used frequently which pile the snow on ei-ther side of the track.

At its 1000-acre Vaughan Township marshalling yard, CN employs outside contractors to battle winter condit-ions. Plows, trucks, front end load-ers and graders work under railway supervision to clear platforms, park-ing lots, and the 20 miles of road-way within the yard. Steam gener-ators are used to thaw culverts. At first sign of a snowfall, sand and salt are applied to the roads by a truck equipped with a sand spreader.

Crew compartment trucks are used to transport railway snow fighters to locations where trouble is experienc-ed. With seating capacity for an entire crew, these heated vehicles act as lunch and locker room and pre-vent many a frozen ear among maint-enance of way employees.

WHEN WILL WINTER END????

"When will this winter end??" is the most common question heard these days, especially from railroaders in eastern Canada, as they recover from doing battle with some of the worst storms to hit this part of the country in many years. Snowplow trains have been a very freq-uent sight in various parts of the land. No sooner would one line be plowed out, than another snowstorm would come along and immobilize the line again.

The number of incidents involving de-railed plow trains, late and cancelled schedules, derailed trains have been numerous. Here are a few examples to show the extent of the snow problems that have faced the railways this year:

* A three-car Kitchener-bound Canadian National Dayliner train was derailed near Breslau, Ontario after it rammed a snowdrift across the right-of-way. The lead RDC hit a shed adjacent to the tracks. Three people were treated for minor injuries. Bitter cold ham-pered work crews rerailing the train.

* Seven road switchers providing the motive power to push one wedge plow were needed to open a section of line known as Ward's Cut, on CN's line south of Goderich. Drifting snow closed the cut on January 30th, and the half-mile cut was not opened until February 3rd.

* Two men escaped injury in the cab of a somersaulting CN wedge plow being pushed by three diesels hit packed snow-drifts, reared up, rolled back onto the first unit and then off. Two diesels and the plow were derailed in the accid-ent which occurred at Granton, Ontario, 20 miles north of London, on February 19th.

* A particularly severe winter storm dumped over 20 inches of snow on Mont-real and the rest of Quebec March 4th and 5th. Train cancellations on both railways were numerous and trains that did run were late. Arrivals in Toronto from the east on the 4th were as follows: 61--2158; 51 (from Montreal-cancelled); 51 (from Ottawa)--1725; 65--0548; 55--0600. Arrivals in Montreal 60--1830; 64--0300. Trains 58/59 were cancelled, also 60 (on the 5th). Train 20 due in Quebec City at 2355 was stuck in the snow for five hours; a plow trying to reach the train was derailed.

The photographs on the opposite page show some of the problems encountered by CP Rail in its efforts to keep the lines north and west of Toronto open.

Photograph #1 shows plow 400785 derailed at Laurel, Ontario, on the line to Orang Orangeville, on the afternoon of Feb-ruary 12th. The plow train attempted to get through to Orangeville, derailed, and stayed put until Monday the 15th. On Saturday the 13th, a second plow train attempted to reach the derailed plow, and it became derailed 100 yards from the first plow. All day Sunday was spent in rerailing this plow.
[Photograph by Jim Brown]

Photograph #2 shows two stuck plows at Fraxa, Ontario, on the night of February 11th. On February 8th, a plow train attempted to open the line to Teeswater. This plow train became stuck in the long cut west of Fraxa (one mile west). A second plow train sent out to rescue the first also became stuck in the same location; the engine was uncoupled and tried to back out of the cut. It too was derailed 100 yards east of the two plows.
[Photograph by Jim Brown]

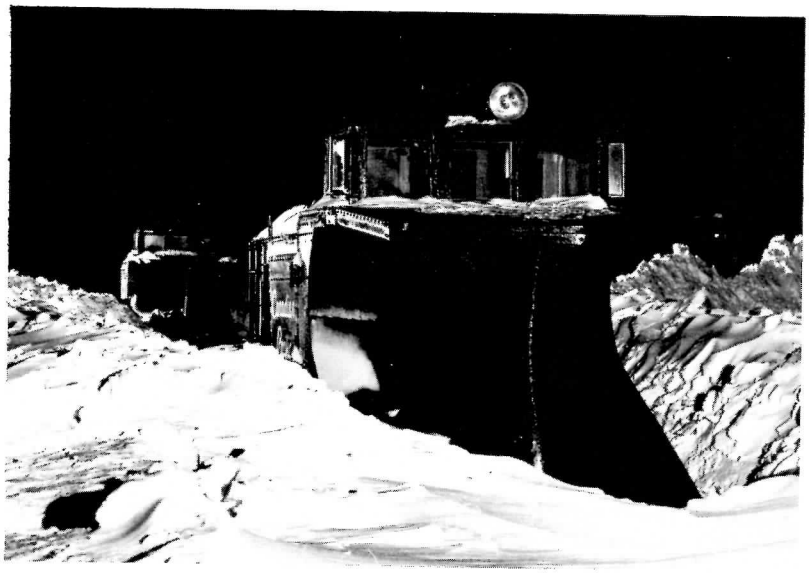
Photograph #3 shows engine 8762 derail-ed in a snowdrift on the Elora Sub west of Hillsburg, Ontario on February 7, 1971. This freight became derailed on February 5th. A plow train was sent in on the 7th to open the line so the wayfreight on Monday could operate.
[Photograph by David More]

Photograph #4 shows a plow train heading in to clear the line to the derailed freight shown in photograph #3. It is southbound on the Orangeville Sub at Alton.
[Photograph by David More]

The readers should realize that to get these photographs was certainly no pic-nic in the summer. The roads were just as impassible as the railway lines in these locations.

SNOWPLOWS

1



2

4

3

EQUIPMENT NOTES

CP RAIL MOTIVE POWER NOTES

* Class DRS-20b GP38's are currently being delivered from GMD in London. Units 3006-3020 carry builder's serial numbers A2476-A2490 and are order C336. Following breakin runs out of Toronto the units will go west to Winnipeg. Already delivered are: 3006--Feb. 14/71; 3007, 3008, 3009--Feb. 20/71; 3010, 3011--Feb. 20/71; 3012, 3013--Mar. 2/71; 3014, 3015--Mar. 10/71; 3016, 3017--Mar. 15/71.

* The wreck near Crowsnest, British Columbia on Jan. 18/71 caused heavy damage to CLC-FM units 4052, 8719, 8722.

* M640 unit 4744 was delivered to the railway by MLW-Worthington on Feb. 22/71 at a ceremony in Montreal. The experimental locomotive features the new 18V251 diesel engine as prime mover, GE a-c/d-c electrical transmission system, high-adhesion trucks, and improved crew comforts. The 4000-hp. locomotive is three feet longer than an M636, and is distinguished by a flaired radiator.

CP RAIL EQUIPMENT NOTES

* Kaiser Resources Ltd. has arranged with CP Rail for an additional 104-car unit train to transport expanded coal production from its plant at Sparwood, British Columbia. CP Rail has four 104-car unit trains and one 50-car unit train carrying coal from the Sparwood mine to Roberts Bank. The expanded system has annual capacity of about 4.4-million long tons.

CN EQUIPMENT NOTES

* New "third-generation" container cars have been completed by Canadian National in Montreal and are currently undergoing tests. The new design has a depressed middle section where containers will be stacked two high. On the basis of 20-foot containers this would permit the carriage of four in the centre section and two on the ends of the car--a total of six, compared with four on the largest cars now in service. R. E. Lawless, CN manager of container development, said if tests were successful increased use of the cars would make container rail transport more efficient by increasing the train utilization factor for the maximum-size 50-car train.

CN MOTIVE POWER NOTES

* Retirements:
9007--GFA-15a--Aug. 6/70 Trade In EMD
9009--GFA-15a--Aug. 6/70 Trade In EMD
9011--GFA-15a--Aug. 6/70 Trade In EMD
9006--GRA-15a--Sept 9/70 Trade In EMD
9017--GFA-15a--Sept 9/70 Trade In EMD
9020--GFA-15a--Sept 9/70 Trade In EMD
1281--GR-12k--Sept 30/70 Wreck
9104--GFA-15d--Sept 30/70 Retirement
6853--MPB-16a--Sept 30/70 Retirement
9134--GFA-15d--Oct. 27/70 Retirement
8146--MS-10b--Nov. 10/70 Retirement
6854--MPB-16a--Nov. 10/70 Sold to PGE
9038--GFA-15b--Nov. 24/70 Retirement

* CN leased the following SD9's from the DM&IR for use on the Prairie Region: 131, 137, 147, 149, 150, 151, 154, 156, 157, 158, 162, 165.

* The following is information on the conversion of MR-10 units from A1A trucks to B trucks and back again to A1A trucks:

Class	Unit	A1A-A1A to B-B Conversion Date	B-B to A1A-A1A Conversion Date
MR-10b	1706	July 20/65	Feb. 10/69
	1708	Oct. 18/65	Apr. 23/70
	1709	Dec. 17/65	Apr. 30/70
	1710	Oct. 18/65	May 23/69
	1716	Aug. 31/65	----------
MR-10c	1717	Dec. 17/65	Sept. 22/70
	1718	Feb. 23/66	Apr. 15/70
	1719	May 12/65	Apr. 15/70
	1720	Apr. 12/66	Mar. 9/70
	1721	Feb. 15/66	Oct. 14/69
	1723	Dec. 17/65	May 23/69
	1726	July 5/66	Nov. 18/70
	1729	Aug. 3/65	May 23/69

* Unit 3688 was returned from the Roberval & Saguenay Railway on Dec.1/70.

(LEFT) Brand new CP Rail GP38's 3012 and 3013 head a freight westbound through Guelph Junction on March 6, 1971. (John Ross)

(RIGHT) Thurso & Nation Valley Railway 12 (ex-CN 36) heads a work train near Lac Gagnon near the northern terminal of the line, October 16, 1970. (Ron Lipsett)

DOMESTIC & FOREIGN LOCOMOTIVE ORDERS

* General Motors Diesel Ltd. of London has received a $6.7-million order for 15 SD40's from the Quebec, North Shore & Labrador Railway. The units (road numbers 206-220, serial numbers A2543-A2557) will be delivered to the railway in June and July. GMD will also build as part of the order three SW1200 MG electric switchers for the Iron Ore Co. of Canada. These units (road numbers 431507-431509, serial numbers A2558-A2560) will be delivered in September.

* Algoma Central Railway will acquire its first second generation units from GMD in the form of three SD40's. Serial numbers for these units are A2561-A2563. Road numbers are at present unknown.

* A switcher rebuilding program for the Steel Co. of Canada has been developed by GMD. Over the last two years, London has remanufactured four locomotives (70, 72, 73 and 74 have been rebuilt and retain their original numbers).

* MLW-Worthington has been awarded a $12-million contract for 54 export diesel locomotives to the Nigerian Railway Corporation. The locomotives are being financed by a loan made to Nigeria through the Canadian International Development Agency.

BRIEFLY.....

* The Export Development Corp. has granted a loan of $10.5-million to Hamersley Iron Pty. Ltd. of Melbourne, Australia, to cover the purchase of 604 cars from National Steel Car Corp. of Hamilton. The order is for 584 gondola cars and 20 ballast cars, and the last cars of the order were finished the week of March 8th. The order is to be shipped in two lots, the first lot of 270 cars to leave Saint John March 25th. The cars are destined for Dampier Australia for use at Hamersley's iron mining operation there.

* The following is the renumbering of the six ex-CP 2200-series coaches purchased by Algoma Central in July 1969:

CP Rail No.	AC No.
2233	415
2227	416
2205	417
2213	418
2219	419
2209	420

Airconditioning equipment on the cars was updated with diesel engines for operation.

From Bytown to Brockville by Diesel

By John Thompson.

Sunday, September 20, 1970 may have seemed like any other date on the calendar to most Canadians, but for 184 members of the railfan fraternity and a portion of the general citizenry of Ottawa, it was the occasion for a unique railway excursion. Anniversaries of significant events in railroading history are often the impetus for running a fantrip; in this case, the event being celebrated was the centenary of railway service between Ottawa and Brockville. To suitably commemorate the occasion, the Bytown Railway Society persuaded CP Rail to permit the operation of an excursion train over its lines between the two cities, via a circuituous routing.

Diesel fantrips are nothing new to Ottawa, having been operated as early as 1963, when an outing using two RDC cars was held on the CP Rail line to Maniwaki. In addition to CP trips, several excursions have been held over the Thurso & Nation Valley Railway in Quebec. This freight-only road runs from Thurso (on CP Rail's North Shore line) to a lumber camp 40-odd miles in the woods. It exists mainly to haul pulpwood to the mill at Thurso. Motive power consists of GE 44-ton and 70-ton locomotives. Excursion trains usually consist of a 44-tonner, several gondola cars, an open platform wooden coach, and a caboose. At the lumber camp the excursionists enjoy a steak dinner served in the traditional logging camp style.

News of the Brockville fantrip's operation was circulated by mail, the news media, printed handbills, and word of mouth. The efforts of the excursion committee paid off, when, on the Sunday morning, an enthusiastic crowd surged through the doors of Ottawa's new Union Station, quickly filling the seats in the three 2200-series class coaches. Motive power for the day was FP7a 4069. Fortunately this unit and the three coaches were still resplendent in maroon livery. The faithful had cause to be grateful for this later in the day, as they recorded the events on Kodachrome.

At 0800 engineer Jacques Fortin eased 4069 and train out of the modernistic train shed onto the CP Rail line to Montreal, which was opened July 19, 1889 as the Montreal & Ottawa Railway. At a point 1.6 miles from Union Station the extra swung onto a connection built in 1966 as part of the access to the Union Station, which led to the CN Alexandra Subdivision. This trackage is CN's main line to Montreal, and dates back to September 13, 1882, when it was completed as a segment of the Canada Atlantic Railway.

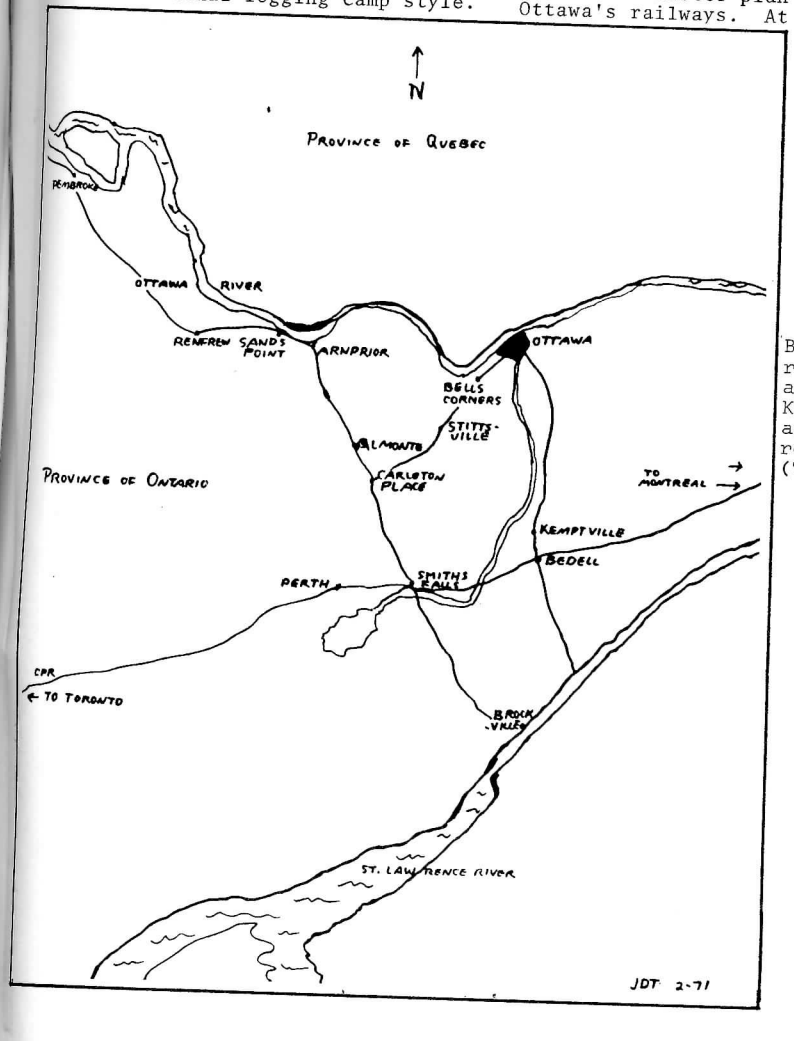
Upon arrival at Hawthorne (3.8 miles from Union Station), the train took the freight line to Walkley Yard, the CN and CP Rail Ottawa area marshalling yard. This line, opened in 1953, was the first new trackage to be laid in connection with the National Capital Commission master plan for relocating Ottawa's railways. At the yard a stop was made to pick up a set of marker lights and a crew walkie-talkie, these items not being readily available at Union Station since the demise of CP Rail's conventional trains between Ottawa and Montreal. It was necessary to deadhead the equipment for the fantrip to and from Montreal, this being accomplished by freight trains 75 and 76.

Leaving the yard, the special passed under the Bank Street overpass and onto CP Rail's Prescott Subdivision. This line, the first to enter the Ottawa area, was opened as the Bytown and Prescott Railway in 1854. The first train to reach Bytown (Ottawa's original name) did so over this railway on Christmas Day of that year.

The initial photo stop of the day was at Preswood, the point where the Walkley line joins the Prescott Sub. After the faithful had duly immortalized the train with their Nikons, Pentaxes, and what not, the special proceeded to Bedell, following a stop at Kemptville Station.

At Bedell the Prescott Sub meets the Winchester Subdivision of CP Rail, which is part of the main line between Montreal and Toronto via Smiths Falls. The line had been opened on July 29, 1887, as the Ontario and Quebec Railway. Missing from view at Bedell was the interlocking plant which protected the diamond in the days when the Prescott Sub crossed the Winchester Sub here. The crossing was removed in the 1960's and today through journeys without reversal at Bedell are possible only between Ottawa and Smiths Falls or between Prescott and Smiths Falls.

Running westward along the Winchester Sub toward Smiths Falls, the train crossed the Rideau River and Canal near Merrickville. For at least one fan on board the special, sight of the high bridge across the river must have evoked memories of a truly superb steam trip operated by the CRHA on April 17, 1960. On that unforgettable day, standard Hudson 2811 rumbled across that very span as part of a Montreal-Smiths Falls trip. A runpast was held at this location, at which one over-zealous photographer splashed into the river, and Mr. Beatty of the CPR lost his bowler hat.



BELOW: A photo runpast was held at the station at Kemptville, Ontario, for the patrons of the trip. (Ted Wickson)

Smiths Falls itself is the headquarters of CP Rail's Smiths Falls Division, and during the steam era was a bustling railway town. Dieselization and other changes have altered this situation somewhat, but the presence of the CPR is still quite noticeable. Four times a day CN's Ottawa passenger trains put in an appearance, as a result of a trackage rights agreement negotiated five years ago. It has been that long since a regularly scheduled CP passenger train traversed these rails.

From Smiths Falls the excursion followed CP Rail's Brockville Subdivision to that city. This stretch of track possesses an interesting history. Originally constructed to the provincial broad gauge of five feet, six inches, it was converted to standard in April 1880. All of the lines which the special traversed from Smiths Falls until rejoining the CN Beachburg Sub at Bells Corners, were built to broad gauge and converted to standard in 1880.

The Brockville and Ottawa Railway built the line which connected Brockville on the St. Lawrence River with the town of Sand Point, situated on the Ottawa River, as well as the branch from Smiths Falls to Perth. The route between Brockville (from the Grand Trunk station) and Perth, from Smiths Falls, was opened on February 17, 1859. The line between Smiths Falls and Almonte on the Mississippi River (no relation to the waterway in the U.S.A.) saw its first revenue train on August 22 of the same year. The Almonte to Sand Point line opened in 1867.

In 1878, the Canada Central Railway, incorporated in 1861, amalgamated with the Brockville and Ottawa Railway Co. under the name of the former company. Since 1861 the two railways had had joint operations. The Canada Central constructed the railway between Carleton Place and Ottawa, and extended the original Brockville and Ottawa Railway westward from Sand Point to Renfrew, Pembroke, and ultimately to Callander (near North Bay), where an end-on connection was made with the Canadian Pacific transcontinental line, then under construction. On July 9, 1881, the Canada Central was taken over by the Canadian Pacific, becoming the first railway in eastern Canada to be acquired by the CPR.

Approaching Brockville, the line divides at a point formerly known as Grand Trunk Railway Jct. One line curves toward the CN station, which was built by Grand Trunk. The other continues straight ahead to Brockville Harbour, passing under the Kingston Sub (CN's main Montreal-Toronto line) and through a tunnel having restricted clearances passing under Market Street and the Brockville market. This 1700-foot long tunnel is noteworthy for being the oldest railway tunnel in Canada, having been opened for traffic on December 31, 1860.

A short distance from the north portal of the tunnel, in the CN yards, stood another Canadian railway structural relic--the old stone Grand Trunk locomotive running shed. The shed was built in the same era as the tunnel, to house Birkenheads and Portlands, and until a few years ago sheltered diesels at this division point on the Toronto-Montreal main line.

During the three-hour layover in Brockville, the excursionists dispersed on their various ways. A number of them went downtown for lunch, but the more devout types hung around the station area to photograph trains. There was plenty of action to occupy their cameras--what with the east and westbound Rapidos and Lakeshores, the arrival and departure of the Ottawa local passenger train, and some freight activity.

The president and trip committee of the Bytown Railway Society were hosted at a luncheon given by the Brockville City Council at the Skyline Hotel. Before leaving Brockville for the return trip to Ottawa, president Robert Elliott presented a suitably engraved golden spike to the City of Brockville to commemorate the centennial of the completion of the Ottawa-Brockville rail link. This was accepted on behalf of council by Alderman Mrs. Frances McOdrum.

While these events were taking place, the train was turned on the wye east of town, and a number of railfans explored the tunnel. Promptly at 1400 hours 4069 accelerated its trainload of passengers out of town, back towards Smiths Falls, where a runpast was held at the bridge over the Rideau River and Canal, after which several passengers were discharged at the Smiths Falls station. It was necessary to wait in Smiths Falls until a southbound freight had passed, a circumstance that allowed the fans time to photograph the diesels in the yard, including a leased B&M Alco RS2.

From Smiths Falls the extra roared north to Carleton Place. This pleasant town was formerly the site of a CP carshop, erected in 1882 to consolidate the facilities of the former Canada Central Railway at Brockville and the St. Lawrence and Ottawa Railway at Prescott. This structure was closed during the 1930's and little trace of it remains today. The old CP Carleton Place station is today a sad and lonely place, in sharp contrast to the hive of activity which centred around it during the era of the Toronto-Ottawa pool trains.

At Carleton Place the special departed the erstwhile Brockville and Ottawa Railway and headed onto what is now the CP Rail Carleton Place Subdivision. This was the first line built by the Canada Central Railway, being opened to traffic on September 15, 1870. It was to celebrate the centenary of this line that the excursion was operated. The Carleton Place Sub is part of the main CP Rail passenger route between Montreal and Vancouver. In this day when the majority of rail lines are freight-only, it possesses the unique distinction of being passenger-only, since the east and westbound Canadians are, under normal circumstances, the only trains to burnish its rails. All freight trains originating in such places as Toronto, and destined for Montreal, operate via the Winchester Sub, bypassing Ottawa, while freights to or from Ottawa would travel the Prescott Sub via Bedell.

Over the Carleton Place Sub travelled the first CPR transcontinental passenger train from Montreal to Port Moody, near Vancouver, during the very early hours of June 27, 1886.

At Stittsville the extra pulled into the siding to await the passage of Nos. 1 and 2, the east and westbound Canadians. The platform and environs of the boarded up station served as vantage points for the excursionists to watch and photograph CP Rail's finest. The next town reached was Bells Corners, just west of Ottawa, where the excursion train veered onto the CN's Beachburg Sub. This is the main transcontinental line of CN, opened in 1914 as part of the Canadian Northern Railway.

Until the late 1960's the Carleton Place Sub proceeded through Britannia and Ottawa West to Union Station. However most of the line through this area was abandoned as part of the rationalization scheme of the railways undertaken in the Ottawa area at the behest of the National Capital Commission.

The Beachburg Sub was followed by the special from Bells Corners to Union Station. Along the way to the terminal the train passed the junction, known as Federal, where the CN's Smiths Falls Sub, the Napanee-Ottawa line, joins the Beachburg Sub. At Wass the line to Walkley Yard was passed. After crossing over Bank Street, traversed until November 1958 by the red trams of the Ottawa Transportation Commission, the riders observed the abandoned right-of-way of the St. Lawrence and Ottawa Railway.

Upon arrival at the new Union Station, the day's activities were brought to a suitable close by the presentation of a gold spike to the train's conductor, Ron Gow. Following this event, the satisfied excursionists dispersed for home.

The trip was a financial success, and undoubtedly was of great enjoyment to all onboard, especially the railfans. There is much to be said for diesel trips, be they comprised of RDC's or conventional trains. As compared to steam trips, the elimination of the need for coal and water stops means that a greater distance can be traversed, and more runpasts held. In addition, schedule keeping is much easier, and many interesting lines apart from those available to the steam locomotive can be covered. This particular trip certainly permitted this, as well as providing the fans with an opportunity to photograph equipment, which, before long, will be repainted in CP Rail's new colours, or scrapped.

A train such as that operated by the Bytown Railway Society is, in this author's opinion, far more interesting and representative of present day railroading than an excursion hauled by the steam locomotive. One hopes that railfans will have the foresight to aim their cameras on another aspect of the railway scene which is vanishing, the maroon locomotives and passenger cars of CP Rail, rather than concerning themselves overmuch with a part of railroading which ended eleven years ago. The operation of the recent Ottawa-Brockville excursion was an encouraging step in this direction; it is hoped that there will be others.

* * *

LIMERICKS.....

A railfan named C.N. Linders
Chased trains that caughed black smoke and cinders,
But fell on his nose,
Midst the firemens' hose,
So now he wears bi-focal winders.

A modeler named H.O. McKellar,
Had a grand layout in his cellar,
But some kids from the block
Went there with a rock,
Which made him a very sad feller.

There was a good farmer named Black
Whose land was each side of the track,
Then a steam train went past
With an ear-splitting blast
And his animals never went back.

.....contributed by
Mrs. Millie Sandusky.

PASSENGER TRAIN NEWS...

* The Canadian Transport Commission has ordered Canadian National to continue operating its transcontinental Super Continental passenger train service, until a program for rationalizing the transcontinental service on both CN and CP Rail has been determined. The continuance of the service was ordered by the CTC, despite losses of over $14-million in 1969 (almost as much as lost by CP Rail on the operation of the Canadian).

Under the ruling, CN may apply to the Federal Government for a subsidy covering 80% of its losses on the trains. In a sense, the money is already being repaid since CN is a crown corporation.

The CTC has already ordered CP Rail to continue operation of the Canadian (see February 1971 NL). While CP Rail is anxious to rid itself of all passenger operation, CN is believed more interested in establishing levels of subsidy than getting out of the passenger business. The two attitudes have been reflected in the railways' approach to passenger service. CP Rail has given its service little promotion, but CN has made repeated attempts to upgrade its facilities and lure passengers back to train travel.

The CTC said the costs of passenger service have a direct effect on almost everyone--since they are covered by subsidies from the public treasury and in higher freight rates which shippers pass along to consumers in higher prices. Despite costs, "a significantly large number of people" use the transcontinental rail service, and will continue to do so for the forseeable future. That service will be entitled to public subsidy, although on a more spartan scale.

Moreover, the CTC said, the railways themselves should prepare for a continuing passenger role on transcontinental routes.

"We expect the railways, on the assumption that such service will be required for many years, to cooperate fully in providing an attractive and convenient integrated service which will meet the public need at the lowest cost to the taxpayers and loss to themselves.

Such cooperation will call for imaginative and innovative as well as economical management in the provision of adequate and efficient passenger service."

In its application to the CTC last December 29th, CN applied to drop all of its trains connected with transcontinental passenger service, in addition to the Super Continental. CN said the loss on all these services totalled over $32.4-million in 1969. The CTC determined the losses to be $26.4-million for the year. However with the dropping of the Panorama service as of February 1st, the CTC said that $12.1-million of the 1969 losses were in effect eliminated--leaving a loss of $14,050,030 on the Super Continental.

"The loss incurred by the Super Continental and the low load factor leaves the committee in no doubt that the Super Continental, as presently operated and without rationalization of the passenger train service comprised therein, is uneconomic and is likely to to continue to be uneconomic."

The CTC published figures showing that traffic is heaviest--as might be expected--during the summer months. However, even in July the trains averaged only 85% capacity--and of that amount only 71% of the passengers were actually paying full fares. The figures revealed that in every month a substantial number of people travelled on the Super Continental, either on passes or some other form of reduced fare. Averaged over the 12 months, 13% of the people who used the trains in 1969 did not pay at all--or paid a reduced fare for children.

The CTC will deal with the problems of the operations of the Canadian and the Super Continental together. "The objective is to develop a basic transcontinental passenger service which will justify whatever cost there may be to the Federal Treasury, and which will satisfy the needs of the travelling public."

* Adjustments to the arrival and departure times of Canadian National's afternoon Rapido service were made on February 22nd. Departure times from Toronto and Montreal were moved ahead to 1640 from 1600. Arrival times became 2139. There were no changes to the schedule of the morning Rapidos.

Scheduling of the morning Lakeshore service between Montreal and Toronto was also improved as of the same date. Sixteen minutes was cut off the running time, making the arrival time 1529.

* CN Great Lakes Region vice-president D. V. Gonder denied claims by the vice-president of the Canadian Brotherhood of Railway, Transport and General Workers that the railway planned to eliminate the Turbotrain service permanently. The union claims were voiced at a meeting held February 21st in Toronto to discuss passenger services. Mr. Gonder said that the railway was still hopeful that things could be resolved with the Turbo service, and that the matter was very much under study. He said that it would be some time before the trains would be back, but that it was not to be interpreted that the service was being written off.

* Canadian National has filed new commuter tariffs for the Montreal commuter zones, to take effect April 1st. The fare increases will apply to the Mount Royal tunnel services and to the South Shore. The increase will amount to 10¢ for all single tickets and to 7¢ for flashcards and books of tickets for the Montreal-Cartierville zone, Montreal-St. Lambert, Montreal-St. Hubert. A 15% fare hike will apply to all remaining zones. Travellers who are now paying the minimum cash fare will be offered ten-trip detachable tickets, thus limiting the increase for them to 5¢ per trip.

* The Canadian Transport Commission ordered a rollback on fare increases of up to 50% that were to have been put into effect by CP Rail on its Toronto-Havelock passenger service February 15th. CP Rail wanted the fare increase in order to cover the costs of adding the second Budd car to the train--as ordered by the CTC.

Fares for the run (had they gone into effect) would be (from Toronto Union) to Leaside 45¢ (from 30¢), to Agincourt 95¢ (from 65¢), to Locust Hill $1.50 (from $1.05), and to Claremont $2.05 (from $1.45).

* GO Transit will introduce an experimental form of monthly ticketing by mail order starting on April 1st. The system will involve a slight saving over the purchase of existing commuter books besides offering the user unlimited rides and semi-automatic monthly renewals. The monthly tickets will not require any handling by the transit system's operating staff. It will simply be shown to collectors or GO bus drivers. When a commuter receives his first monthly ticket he will also get a renewal form for the following month and a return envelope. Application forms are available at GO rail and bus stations.

The monthly plan is being introduced as an alternative to existing forms of ticketing which will continue to be available. The plan may also be the forunner of a fully computerized monthly ticketing system.

* The Ontario Department of Highways estimates that GO Transit lakeshore commuter rail service will reach operating capacity in 1972. The lakeshore line between Pickering and Oakville can handle a maximum of 10,000 passengers during the rush hours. To meet the saturation problem in peak periods GO Transit is studying the addition of more trains during rush hour or the introduction of double deck coaches

In a report dealing with an evaluation of the GO Transit service and examining alternatives for expansion along existing railway rights-of-way, it is suggested that expansion of GO Transit service should be planned and coordinated with a total regional transportation program that includes other methods of transportation. The report was prepared in 1969 but withheld from publication. The report provides a $14-million cost estimate for extending GO Transit rail service on the lakeshore line to Oshawa and a $30-million cost to provide full peak service to Hamilton.

[In September 1970, GO Transit bus service was introduced between Pickering and Oshawa and Oakville and Hamilton, and bus service to the north of Toronto to Barrie, Newmarket, Richmond Hill, and Aurora, as an alternative to proposed GO rail rush hour service between Toronto and Richmond Hill. It was described as a relatively short term answer to the growing demand for commuter transportation without committing the Province to additional costly rail links.]

The report indicates that upward of $147-million in capital spending would be required by the Government to convert six existing CN and CP Rail lines serving the northwest, north and northeast region. On each route annual operating deficits ranging from $2.2-million for full 20-minute, rush-hour service and hourly service in non-rush hour periods to $130,000 for a limited rush-hour service only were estimated.

The report strongly hints that a complete examination should be given to using Ontario Hydro rights-of-way for transportation routes in the Toronto area as an alternative to using existing railway rights-of-way. There is a clear indication that the Government would like to get away from operating GO Transit service on railway rights-of-way.

The report says, in part, that operation of GO Transit service by railway staff will continue to incur unrealistic expense unless changes in the operating agreements can be negotiated with labour unions.

The Government sees the operation of air cushion vehicles, express bus service, and rail service on Ontario Hydro rights-of-way.

It cost $24-million to implement GO Transit on the lakeshore rail route. One year's operation costs over $5-million and revenue is half this amount leaving the Province to provide $2.5-million yearly in an operating subsidy.

The cost of providing GO Transit service on the following railway routes was examined on the basis of costs provided by the railway companies and the operating costs were related to GO Transit's experience with its lakeshore service. It would cost $40-million to convert an existing Toronto-Weston-Malton-Bramalea-Brampton-Georgetown rail line for commuter service. The report suggests that the 29-mile route has many advantages and could carry over 8700 passengers daily but would produce a $1.4-million annual operating deficit. A 34-mile commuter route using the CN line extending north from Toronto to Maple, King City, Aurora and Newmarket would produce an annual operating deficit of $2-million. It would take an estimated $35-million to prepare the line for service. A 36-mile commuter route serving Thornhill, Richmond Hill, Gormley, Aurora and Newmarket is an alternative rail route that would connect with Union Station on a line down the Don Valley. The capital cost is estimated at $27-million with an annual operating deficit of $2.2-million. Another commuter rail route that would meet competition from the Yonge Subway extension north to Finch Avenue is a 30-mile line from Toronto to Oriole, Thornhill, Richmond Hill, Gormley, and Wesley Corners. Capital cost is set at $25-million with an annual operating deficit of $1.7-million. Limited service is suggested on the CP Rail line between Union Station, Malvern and Locust Hill. Total cost of converting trackage and signals is estimated at $3.8-million.

* The Federal Department of Transport has ordered a study to determine whether railway lines leading into Metropolitan Toronto can be used to provide commuter services in a 50-mile zone north of the city. The study was announced by Transport Minister Don Jamieson on February 13th. The study would get underway immediately but no estimate as to how long it would take could be made. The form of the study would be discussed with CN, CP Rail, the Province of Ontario and the municipalities concerned.

The study will examine potential traffic loads on the eight to ten rail lines running into Toronto from the commuter zone to the north. It will also consider how such commuter service could be combined with existing uses of rail lines and how commuter trains could be coordinated with Metro's expanding subway system.

The decision to conduct the study was made after Mr. Jamieson had a meeting with Metro Chairman Albert Campbell on February 10th. Me. Jamieson said it was too early to say whether the Federal Government would make a financial commitment to the project and it was conceivable that the rail commuter lines could be self supporting.

* The Toronto Transit Commission has indicated that it is willing to discuss the possibility of operating rapid transit commuter cars on the Canadian National Uxbridge line. The commission would send officials to a meeting called by Scarborough Borough to discuss the use of the line to service the north and east sections of the borough. Scarborough wants an express passenger service, possibly in the form of RDC cars. Trains would run every 15 minutes during peak periods and every half hour during the rest of the day. Major stopping points would be at east-west arterial roads. Passenger shelters would be provided. The service would at first operate between Finch Avenue and the Warden subway terminal. A direct bus service from the rail line would serve such areas as the Malvern Housing project and the new Metro zoo.

CONSISTS.....

As Observed and Recorded by John Thompson.

CN-ONR Train 87, the Northland, December 23, 1970:

As a result of the Christmas rush, the Northland carried three extra sleepers and coaches on this evening. It was the atmospheric sort of evening which lingers in the mind for years later, penetrating cold, falling snow, and fierce winds which blew the snow in eddies about the platforms of Toronto Union Station. This was the type of weather when planes are grounded, when the frustrated patrons of the airlines are huddling in miserable clusters inside the sterile wastelands that are airports, but when the railway traveller is stowing his luggage in his roomette and heading up to the lounge car for refreshment, secure in the knowledge that the railways have been fighting King Winter for a long time and know their jobs.

The following was the consist: GMD FP7a's ON 1500-1511, CN 6527; streamlined baggage ON 412; sleepers CN 'Listowel' [12 sect.-1 d.r.] (extra), 'Greenhurst' [6 sect.-6 rmt.-4 dbr, ex-B&M], both for Kapuskasing; CPR 2265 coach; stainless-steel lightweight coach ON 810 [ex-BAR]; CN 5225 coach; CN 'Tignish' heavyweight buffer parlour (in use as a cafe-lounge, serving drinks, sandwiches, and continental breakfasts. This same car was frequently used to provide dining service on trains 158 and 159, the Maple Leaf, between Toronto and Chicago during 1970); ON 821 coach; CN 'Greenaway' [6 sect.-6 rmt.-4 dbr.] for Timmins; CN'MacDonald' [12 sect.-1 dr.] extra for Timmins; CN 'Peace River' [10 rmt. 6 dbr.] for Noranda; CN 'Roberval' [12 sect.-1 dr.] extra for Noranda.

The sleepers were loaded as follows leaving Toronto: 21, 19, 18, 17, 17, 24. More people boarded the first two sleepers in North Bay.

As can be seen from the foregoing, CN dug into its dwindling reservoir of standard heavyweight 12-1 sleepers to meet the demand. There may not be repitions of this procedure in the future, as the fleet is cut down by retirement.

CP Rail trains 41 and 42, the Atlantic Limited, at Windsor Station in Montreal on January 3, 1971:

The consist of train 41 was as follows-- FP7a 4068, streamline baggage-express 4248; streamline coaches 2297, 2246, 2252, 2277, 2257; streamline 48-seat diner 'Empress'; 8 dplx-1 dr.-3 dbr.-4 sect. sleepers 'Chateau Marquette', 'Chateau Bienville', 'Chateau Cadillac'; streamline parlour car 6622.
The consist of train 42--FP7a's 4071, 4075, streamline baggage-express 4231; lightweight parlour cars 6622, 6621; lightweight coach 2246; diner 'Empress'; sleepers 'Chateau Marquette', 'Chateau Cadillac'; business car 15.

D&H train 10, the Montreal Limited, at Windsor Station, Montreal, January 3, 1971:

The train was observed standing without motive power: heavyweight baggage D&H 444; lightweight fluted-side sleeper NYC 'Navajo Valley' [10 rmt.-6 dbr.]; 6 dbr.-buffet-lounge NYC 'Woodland Stream'; lightweight sleepers CP Rail 'Pine Grove', 'Willow Grove' [10 rmt-5 dbr.]; lightweight fluted-side coach D&H 21 (ex-D&RGW); lightweight fluted-side coach PC 3616.

Sleeping cars on this train are normally the PC bedroom-lounge car and a PC 10 rmt.-6 dbr. car. The CP Rail cars were on #10 that night for one or possibly two reasons. Since the train is a joint PC-D&H-CP Rail operation, according to the agreement between the three railways regarding it, each company must contribute a certain amount of equipment to the pool, according to the amount of mileage of that particular railway the train traverses during the course of its journey.

Because the CP Rail mileage is the least, it is normally only a few times a year that CP Rail coaches or sleepers make it down to New York. However, since CP Rail has a surplus of sleepers at the moment, whereas PC is acutely short of them, it is common practice for the D&H to rent one or more CP Rail cars during periods of heavy travel, such as a holiday weekend, or when the PC sleepers break down, which is frequent.

D&H has always depended on the NYC and now the PC to supply sleepers for this run, never having owned any such cars themselves.

D&H train 35, the Laurentian, between New York and Montreal, January 3, 1971:

E-L E8's 824, 816; lightweight fluted-side baggage D&H 50 (ex-D&RGW) added Albany; lightweight fluted-side diner-lounge D&H 'James Peak', added Albany; lightweight coach NYC 3623 from New York; heavyweight coach D&H 1017 (in D&H colours), 1001 (still in E-L colours but lettered for D&H).

The presence of the former E-L coaches on the D&H is explained by the fact that the two railways are under the control of the same holding company, which is in turn controlled by the N&W. In addition to the heavyweights, D&H also owns several lightweight coaches which were built in 1949 for the DL&W Phoebe Snow.

The unique ownership situation also explains in part the presence of the E-L E8's, of which the railway has a surplus since the demise of the Lake Cities in January 1970. D&H has been experiencing difficulty with the steam generating equipment on their ex-Santa Fe Alco PA's (last in existence), and, as they did in the winter of 1969-70, have borrowed power from the E-L while the PA's are in the shop.

TRACTION TOPICS

Edited by Alf Nanders.

* The TTC carried a record 323,616,632 revenue passengers last year, narrowly exceeding the previous record of 323, 481,655 set in 1968. Yet even this record number of passengers is not enough to offset the possibility of a fare increase this year.

In order to offset such an increase, the TTC has asked for grants totalling more than $13-million for this year, presented in a brief to the Metro Transportation Committee. The committee endorsed the brief and recommended that material from it be included in a brief to be presented to the province by Metro Chairman Ab Campbell. This brief will ask assistance for the TTC from the province.

The brief presented by the TTC warned that an increase would "defeat the aim of encouraging transit riding by maintaining a reasonable fare structure." This year's operating loss could be met from retained profits of the past two years, but without a fare increase there would be losses of about $11-million next year and $16-million in 1973. A fare increase could be avoided until 1973 if the commission received grants totalling $10-million this year and next--the equivalent of interest and depreciation charges on the TTC's capital assets. The brief also asked for more than $3-million a year to cover its costs for retail sales tax ($80,000), vehicle license fees ($218,000), fuel tax ($1,493,000) and the subsidy provided students through special fares ($1,300,000).

* The TTC has altered plans to enlarge the congested King Station on the Yonge subway line and provide more exits and entrances. Commission engineers have designed a new mezzanine structure in the station south from the original, thereby minimizing the need to underpin buildings, and plans for an entrance on the east side of Yonge Street have been eliminated.

* The TTC has agreed to let the Royal Ontario Museum dress up the entrance to the Museum Station to look like a Paris Metro station. The museum will put up decorations for Bastille Day, July 14, and for the five weeks following when the museum will show a display of French porcelain.

* On February 9th, Metropolitan Toronto Council voted 15-11 to appoint one of its own members to the five-man Toronto Transit Commission. It will be the first time in the 50-year history of the commission that an elected representative will sit as a full fledged member. It also represents the first major change in the makeup of the commission since it was expanded from three to five members in 1953 to take in the entire metropolitan area.

The action of the Council was a bitter personal defeat for Metro Chairman Ab Campbell. He had received extensive committee support for his recommendation that the commission remain as it is, with members appointed for three-year terms from among citizens at large. His contention was that the TTC was the best run transit system in North America and council should not interfere with its success.

Last year, Metro Council asked that provincial legislation be amended to enable it to appoint one of its own members but the provincial government went even further: it gave Metro permission to appoint all five commission members from council ranks.

* Trolley coach notes: Dayton City Transit 900 was formally turned over to officials of the company by Western Flyer and the TTC at TTC Hillcrest Shops in a special ceremony held March 1st; the trolley coach was tested only within the confines of the shop area.... Western Flyer has received an order for 15 trolleycoaches from Dayton City Transit; the TTC will install electric motors and components in them.....9000, TTC's first T-44 CCF-Brill trolleycoach, went to its just reward in the rebuilding program. The coach was stripped at Hillcrest following a minor collision... The rebuilding program has been stepped up to complete five vehicles every two weeks.

* The TTC recently approved the installation of 'chopper controls' on six of the 76 subway cars now on order from Hawker-Siddley Canada Ltd. Total additional cost for the new type controls will be $415,000.

The TTC decided to test new regenerative solid state controls under full operating conditions in Toronto in order to evaluate the advantages over conventional electro-mechanical controls Some of the expected benefits the TTC will be measuring closely will be substantially lower costs for electrical energy, reduced heat build-up in the subway tunnels and stations and thus reduced ventilation demands, lower equipment maintenance costs and improved service reliability. TTC equipment engineers also believe that solid state controls are more suitable for the future development of automatic train operation than present electro-mechanical controls.

The control equipment will be built by Hitachi Ltd., Japan who are represented by Sumitomo Shoji Canada Ltd. The TTC will install the equipment. Initial testing is expected to begin about the middle of 1972.

The TTC has approached the federal government for financial aid to assist in the development and testing of the experimental control equipment.

* The Ontario Municipal Board, in a split 2-1 decision, approved the resumption of work on the controversial Spadina Expressway and Rapid Transit Line, and the increased expenditure connected with the project.

Only intervention by the Ontario Cabinet can now stop this massive concrete runway from penetrating the Hillcrest and Annex districts of midtown Toronto. With a provincial election in the offing for later this year, this controversy may involve "Big Party" politics, if the Spadina Review Corporation decides to appeal the OMB decision to the Cabinet.

On February 17th, the TTC was given the go-ahead by Metro Council to commence design work on the Spadina line. The design work, expected to cost $1.8-million, is expected to prevent the TTC from having to release its design team of subway designers and from likely increasing the cost of the next design project, as new staff would have to be hired.

Western Flyer trolleycoach 900 was formally turned over to officials of Dayton City Transit at a ceremony held at TTC Hillcrest Shops on March 1st; BELOW: 900 poses for a photograph after the ceremony with a new TTC trolleycoach beside; RIGHT: (left to right) TTC Chairman Ralph Day, Dayton City Transit President W. W. Owen, and Western Flyer President Thomas Ault exchange pleasantries and shake hands at the inspection ceremony. (All photographs, Ted Wickson)

* North Yonge Subway Extension notes: Labour problems have delayed completion of the Yonge Subway Extension--scheduled for late 1973--until some time in 1974, W. R. Patterson, general manager for subway construction, reported recently. A contract to dig a tunnel between York Mills and Sheppard stations (1-1/4 miles distance) was let on December 19, 1969, but only 17% of the work had been completed by December 31, 1970. All subway structural contracts, but one, are behind schedule. Contract Y-5 (York Mills Station and tunnel structures) is the only work completed on schedule so far.

Tenders for finishing the Sheppard Station are now being studied. Four firms have submitted tenders for contract Y-11: Foundation Co. of Canada Ltd., Dineen Construction Ltd., Robert McAlpine Ltd., V. K. Mason Construction Ltd.

A contract for the supply and installation of 27 escalators was awarded recently by the TTC to Montgomery Elevator Company. The escalators will be installed in three of the North Yonge stations--eight at Lawrence Station, eight at York Mills, and eleven at Sheppard.

All tangent rail for the extension has been delivered to Greenwood Yard. Track laying will commence in mid-June in as yet undetermined locations.

* A $430-million extension to the Montreal subway system has been approved by the Montreal Urban Community Council. In presenting the motion, Lucien Saulnier, president of the executive committee of the MUC, said that work would start October 14, 1971, with a completion date of the entire project set for the end of 1978.

The project will involve construction of 28.3 miles of tunnelled tracks, as well as 48 new stations. 3000 people will be employed on the extension project during 1972. Between 1974 and 1978 the subway extensions will provide work for 7000 people.

SHORT TURN: TTC W28 now sports trolley-coach windows on its sides in addition to the plywood sheathing reported earlier....PCCs 4423, 4436, 4449 have been equipped with pilot models of a blower heater below the operators' seats, to determine their efficiency in keeping the front end of a PCC car more comfortable in winter. If successful, a large number of cars may be so equipped. ....Six new tickometres (bill counting machines) have been purchased by the TTC for installation at Queensway, Roncesvalles, St. Clair, Davenport, Birchmount and Russell Divisions. Three others have been in operation for some time at Danforth, Eglinton, and Lansdowne Divisions for use by cash clerks and subway suppliers....sharp-eyed members have spotted several G-type subway cars equipped with different coloured seats: 5018--salmon coloured seats; 5019--red, brown, and green seats 5218--green coloured seats.....As of February 5th, only 4247, 4578, 4593, 4597, 4776, and 4778 remained on the St. Clair Division storage tracks.... Masonite panels are being used to replace glass panels in the lower half of the centre doors of SEPTA trolleys during overhauls, or when repairing collision damage....shades of post-war East Berlin in Philadelphia!!!...The world's shortest trolley line was eliminated on January 24th when former route 62 was absorbed by the extension of route 13 in Philadelphia. The single car 1-1/2 mile shuttle between Darby and Yeadon was replaced by a limited number of peak-time trip extensions of SEPTA route 13.

1921 1971
50 YEARS OF SERVICE

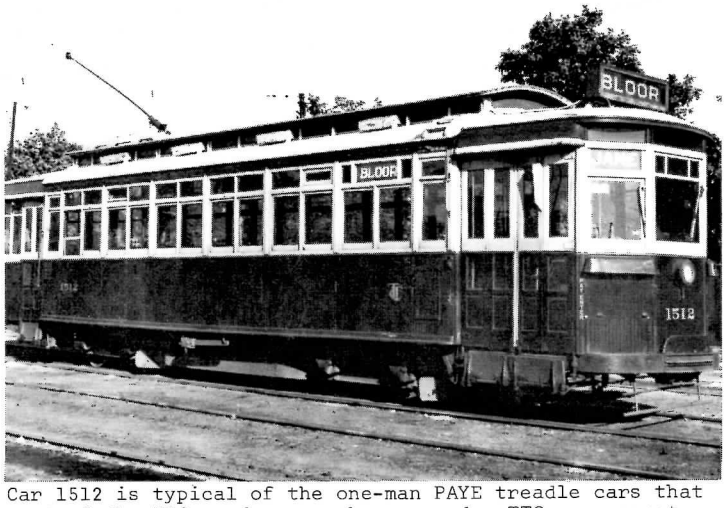
Do You Remember?

Twenty years ago this month the era of the wooden streetcar on the Toronto trolley system came to an end. On March 14, 1951, the last two wooden TRC cars in revenue service made their final runs on the KINGSTON ROAD TRIPPER, car 2100 on run 64 and car 1414 on run 65.

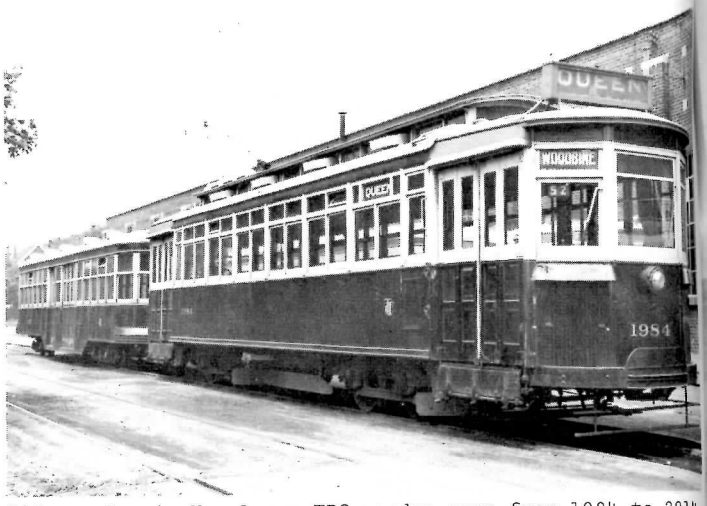
The TRC wooden cars provided many years of faithful service to the TTC, and of the 350 cars retained by the Commission after September 1, 1921, over 200 cars were still around on September 1, 1939 when Germany sent troops marching into Poland. These cars saw yeoman service during the years of World War II, for some of the cars their lives being prolonged, as every operable car was needed.

It was not until after the war, that the days of the wooden TRC cars were numbered. The large orders for the PCC cars of the A-6 and A-7 classes in 1948 and 1949 meant the end for large numbers of the venerable veterans of the wooden fleet. The arrival of the ex-Cincinnati PCC cars plus the order for the A-8 cars meant that the last 40 cars remaining at the end of the year in 1950 could be retired. The cars remaining had only been used in rush hour service--the last route employing TRC cars in base service (SHERBOURNE) being converted to bus on January 5, 1947.

With the arrival of more PCC cars, the number of TRC cars in service dwindled, until finally March 14, 1951 saw the last two cars make their runs. This was was not the final end, though, for on Friday, March 30, 1951, a ceremonial farewell trip was made through the downtown using car 1326 (which had been retired prior to March 14.) The two hour trip ended at the Royal York Hotel and 1326 proceeded into storage at Hillcrest as a relic. In 1954, 1326 almost became a casualty in the post subway car scrapping program. The Ontario Electric Railway Historical Association purchased the car, and 1326 became the premier car in the OERHA collection, now housed on the Halton County Radial Railway at Rockwood, Ontario. Now almost completely restored, 1326 will once again turn a wheel under electric power when the OERHA electrification program is completed this year.



Car 1512 is typical of the one-man PAYE treadle cars that most of the TRC wooden cars became under TTC management. It is shown here posed in the yard at Danforth Division in June, 1948 (the car's portrait was taken prior to going out on a revenue run on BLOOR. One-man TRC cars did indeed see occasional rush-hour service on BLOOR through 1948). (Bill Hood)



Fifteen Pay-As-You-Leave TRC wooden cars from 1984 to 2014 were retained throughout World War II for service, hauling three-door Harvey trailers. These cars of class C-2 went to scrap in the late fall of 1949. Car 1984 is typical of these cars, shown here coupled to a trailer at Roncesvalles Division, June 1948. (Bill Hood)